

PROBE OF FIGHT ON HEAT PLANT HERE IS URGED

Crosser Resolution Demands
Investigation by Subcom-
mittee of the House.

WOULD DETERMINE MOTIVES

Author Declares He Believes
Electric Light Interests Are
Behind Agitation.

An investigation by a subcommittee of the House District Committee of the campaign to halt the construction of the central light, heat, and power plant is demanded in a resolution offered today by Congressman Robert Crosser, a member of the District Committee.

The resolution directs an inquiry into the motives of those opposing the construction of the plant, and requires that the District subcommittee shall report what interests will be benefited if the work is halted.

Following the offering of his resolution Mr. Crosser made this statement when asked about his reasons for seeking an inquiry:

"I believe that local electric light interests are behind this agitation to stop work on the Government power plant. The best way to get at the truth of the situation is by special investigation which may be held irrespective of representations made to the conference committee on the urgent deficiency bill."

This bill carries a rider that the work on the plant shall be stopped until plans have been approved by the Fine Arts Commission and the President.

The preamble of the Crosser resolution recites the details of the appropriation for the plant and the fact that the contract already has been let.

The resolution continues:

"Whereas, active efforts are being made for motives and reasons not disclosed to prevent the construction of the said plant, and misrepresentations of the most flagrant character are being published to the people of the United States concerning the said power plant, therefore, be it

"Resolved, That a subcommittee of the House District Committee is hereby authorized, empowered, and directed to make an immediate and thorough investigation into the causes and the reasons back of and inspiring the efforts to prevent the carrying out and execution of the will of Congress in the construction of the said plant, and to ascertain what persons, organizations, or corporations are responsible therefor, and whether any person, firm, or corporation will be benefited by the postponement of the construction of said plant or the repeal of the legislation authorizing its construction."

The subcommittee would be given power to compel the attendance and testimony of witnesses under oath, and to compel the production of books and papers, and would be directed to report the result of its investigation to Congress at the earliest possible moment.

VIRGINIAN WOULD BAR NAUGHTY GOWNS

Legislature Considers Bill to
Lengthen Skirts, Cover
Necks, Prevent Silhouettes.

RICHMOND, Va., Feb. 9.—Capt. W. M. Myers, delegate from Richmond, offered a bill in the Virginia legislature today to regulate women's clothing.

The bill, which was in the form of an amendment to the anti-nudity measure, makes it unlawful for any woman in Virginia to wear a skirt the hem of which is more than four inches from the ground, a bodice or shirtwaist showing more than three inches of neck and throat, and it is further provided that no woman shall wear clothes of transparent texture.

Delegate Myers said he wished to protect men. He wished to curb and abate "broad street silhouettes," which he said are less decent than nudity, and which tend to corrupt and destroy public morals.

AUSTRIANS REPORTED DEFEATED IN ALBANIA

Serbian War Office Says Bat-
tlefield Was Covered With
Enemy Dead.

PARIS, Feb. 9.—In an official statement from the Greek island of Corfu, the first issued in some time, the Serbian war office announces today the defeat of Austrians in Albania.

"Serbian and Albanian troops encountered an Austrian force of 15,000 men near the Albanian village of Korce," says the statement.

"The bloodiest fighting occurred, and the Austrians were initially successful, but later the Serbs were re-entrained and in a night attack regained the position and routed the Austrians, who left the battlefield covered with dead."

FOE OF LIQUOR SEES EVIL IN DRY BILL VOTE

Attorney of Anti-Saloon League
Assails Plans as "Liquor
Men's Trick."

BELIEVES IT IS ILLEGAL

"Venal Vote of Nation" Would
Be Attracted, He Says.
Sees No Election Machinery.

A referendum on prohibition in the District would not only "invite the venal vote of the nation and cause unlimited sums to be spent by the liquor traffic in debauching the proposed electorate," but would prove a farce, in the opinion of W. H. Wheeler, attorney for the Anti-Saloon League of America, who addressed a meeting of "dry" workers here today.

Attorney Wheeler said the people of the District have no right to vote on any question; that there is no election machinery for the District, and that in order to protect their families from saloons here men would have to disfranchise themselves in their native States.

In 1883, he said, residents of Washington voted in favor of prohibition by a large majority, and this vote "was totally disregarded by Congress."

Attorney Wheeler said:

Belongs To Republic.

"The District of Columbia is by the Constitution the seat of government of the United States. It belongs to the whole people of the republic. By what right can present residents of the District only, not electoral citizens under any laws in existence, claim the power to dictate the legislation that affects the property rights, buildings and the inalienable value, that belong to the whole body of the nation, and subject them to all the dangerous hazards that everywhere inhere in the liquor traffic?"

"Congress has exclusive jurisdiction over the District for making laws (article I, section 8), and any referendum of legislation for the government of the District would doubtless only be of legal effect as a petition for or against a proposed act of Congress."

A vote by residents of Washington was recorded in 1883, favoring prohibition of the liquor traffic by a large majority, and was totally disregarded by Congress. Why repeat such a doubtful or futile experiment in this era? A referendum election in the District is not only impracticable, but it would be a farce.

"To secure a referendum for any given purpose will require the creation of an electorate with qualifications, registration, and all the complex mechanism of suffrage system. The States have worked on this problem for a century. Can we hope for a solution of this problem in the busy session of Congress?"

Rights of Citizens.

"The residents of the District have acquired citizenship, property, social, family, and moral interests in the District, because they are domiciled here or are officials or employees of the General Government. This was done with the constitutional guarantee that they, their families and interests will be under the legislation of the national authority. Thousands of clerks and appointees would be forced to give up their citizenship in the States in order to vote here on one question only. The States would deny them the franchise if they voted here, and their families from the saloon. If they did vote here and lose their citizenship in the States, many would jeopardize their positions."

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GERMANY'S TERMS SPURNED BY ALBERT

Will Consider No Peace Until
Allies Are Victorious, Report
From Rome.

LONDON, Feb. 9.—Belgium has refused separate terms of peace offered by Germany, according to a Rome dispatch today, quoting the Giornale d'Italia as authority for the statement, which is understood to have been obtained through Vatican sources.

Cardinal Mercier, of Belgium, is said to have conveyed this information to Pope Benedict during his conference a few days ago.

Terms of Offer.

The Kaiser, the report said, agreed to a complete restoration of the status quo ante bellum for Germany, certain privileges at Belgian ports on the North Sea. Germany further agreed to pay a large sum for the rebuilding of destroyed structures in Belgium in return for a pledge of Belgian neutrality for the remainder of the war.

Kaiser Albert II is believed indignantly rejected these terms and announced that he would consider no peace until the allies were victorious and Germany bent.

The Rome reports come close on the heels of advices from German sources to the effect that new German peace efforts are under way, aroused the greatest interest here in London.

Through Belgian officials a few weeks ago denied a report that Germany had submitted peace terms dispatches from The Hague on Saturday carried Berlin reports that the peace negotiations were progressing satisfactorily from the German standpoint.

Since the recent announcement that Sir Douglas Haig had gone to have a meeting with Kaiser Albert on a "special mission" no announcement has been made by the press bureau on the results of the trip.

FEAR RAIDER HASSONKLEINER GROWS IN N. Y.

Big Shipping Lines at New
York Besieged With Re-
quests for Information.

MANY VESSELS ARE IN PERIL

Great Anxiety Felt for the Oris-
sa, Which Sailed From Rio
de Janeiro January 10.

NEW YORK, Feb. 9.—Big shipping lines today are besieged with requests for information, following circulation of a report that a big liner, possibly the British steamer Orissa, has been sunk or captured by a German commerce raider in the Atlantic.

Officers of the various lines say they have no confirmation of the report in shipping circles. To add to the mystery, cable messages to London correspondents, asking verification of the report from the Orissa's owners, remain unanswered.

Local offices of the Pacific Steam Navigation Company, owners of the Orissa, announce that the liner has not been heard from since she sailed from Rio de Janeiro on January 10. She was due to reach Lisbon, Portugal, January 28, but no word of her arrival has been received here.

Carried 60 Passengers.

She was due to reach Liverpool February 1, but word of her arrival at that port is also lacking. It was pointed out that possibly the Orissa encountered a severe storm and was crippled, delaying her arrival at Lisbon.

"She carried probably not more than sixty passengers," it was stated at the company's offices. "Her passenger list was mailed from Rio de Janeiro, and we have no way of telling whether any Americans were aboard. Most of her crew were British citizens."

At least seven big British and French liners are now at sea. These include the French liners Rochambeau, Chicago, La Touraine, Espagne, and the new liner Lafayette, the Cunarder Orinda, the Anchor liner Cameroun, and the Fabre liner Patria. The Fabre liner Roma, which was within 100 miles of the Azores when she was captured, is due to sail from Gibraltar tomorrow for New York.

Freighters Are Out.

The Cunard line has several freighters at service between Boston and New York and Liverpool, which are now crossing the Atlantic.

Officers of the industry say they have no confirmation of the reports that a big liner has been sunk or captured by the Germans.

Several Reported Captured.

The Orissa report reached New York in the shape of a carefully worded cablegram to a Wall Street firm that escaped the British censor. The message contained the statement that "a large passenger steamer met with a terrible accident in the North Atlantic." Shipping men say they received private information from London that convinced them that the Orissa had been sunk or captured several British steamers. In addition to those reported by the Appam when she dashed into Norfolk last week.

Upon receipt of these reports, New York branches of British marine insurance companies today increased rates on cargoes in the North Atlantic from 150 to 200 per cent.

Commanders Warned.

Commanders of all liners leaving Liverpool for New York and leaving New York for Liverpool have received instructions from the British admiralty to keep a close watch for the German raiders. Shipping men, however, expressed the fear that one of the German auxiliaries might approach to within gun range of one of the large liners before being discovered and force her to surrender. By attempting to escape, the liner's commander would risk the lives of his passengers and crew.

W. D. Everth, second officer of the British steamer Appam, one of the vessels sunk by the German raider Sloewoeg, at Ponta Delgada, declared today he believed the raider has crossed the Atlantic to prey on British commerce. Everth, who was one of the prisoners aboard the Appam, said that the raider was in communication with the Appam by wireless every night on the trip to America, and that she could not have been more than 50 miles from Norfolk when the Appam sped into that port last Tuesday.

He said he believed the raider is now in or headed for the Gulf of Mexico to lie in wait for British vessels.

It was pointed out that if the raider started across the Atlantic January 17, conveying the Appam, she might easily have encountered in mid-ocean the Orissa, which left Rio de Janeiro on January 10.

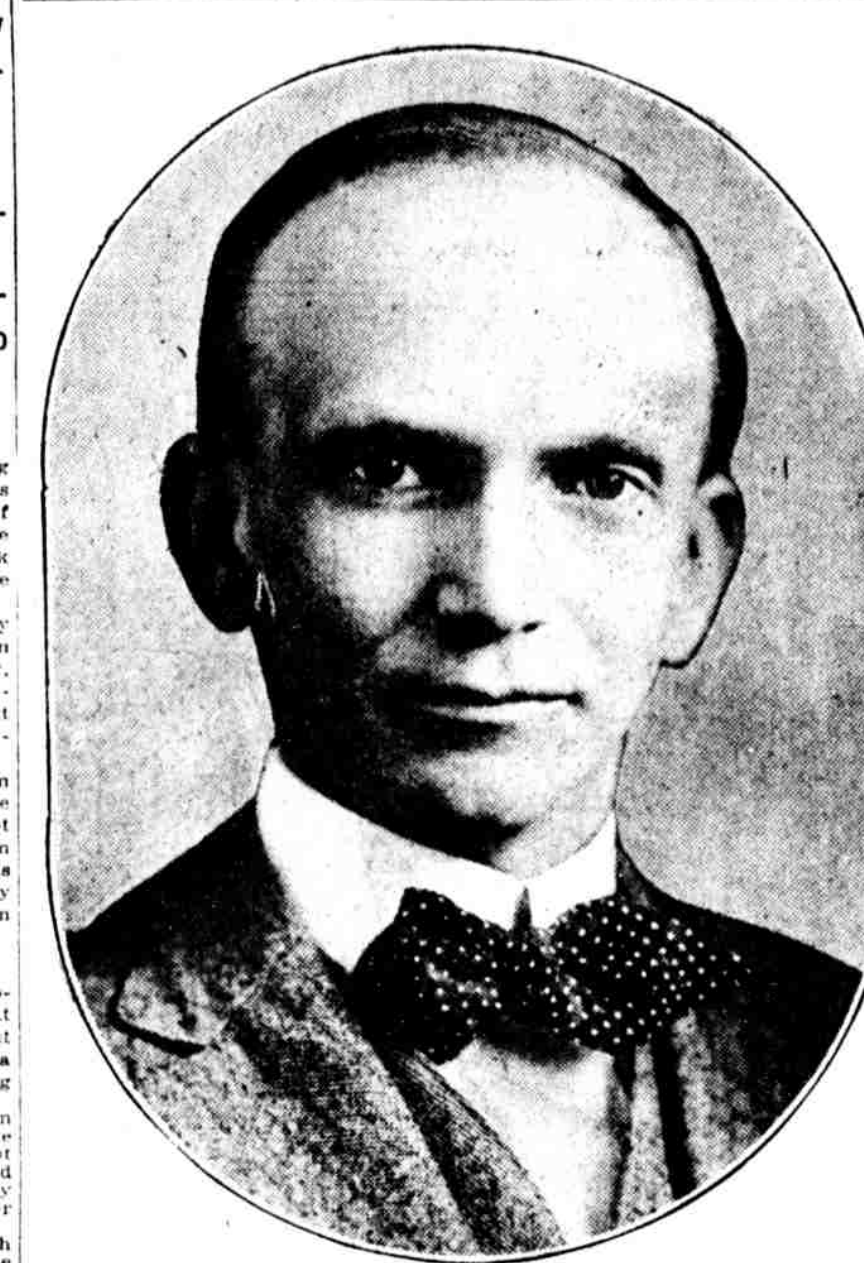
TWO ZEPPELINS LOST, SAYS BELGIAN REPORT

AMSTERDAM, Feb. 9.—Two Zeppelins have been destroyed in the last fortnight, according to the newspaper Echo Belge.

French Jura, it was stated, shot down a Zeppelin near 5th, in Hainaut, and on January 29 a Zeppelin, returning from a raid on Paris, struck a tree near Ligne.

The Zeppelin's under carriage became entangled in the tree, and it collapsed, falling on several small houses, it was reported. The newspaper said every member of the crew was killed.

BRANDEIS CHARGED WITH BREACH OF FAITH BY HIS FORMER AIDE AT HEARING



CLIFFORD THORNE,
Railway Commissioner of Iowa.

TEIPER INDICTED AS THREE SAVED FROM MOTHER MURDERER BURNING RESIDENCE

Former Football Star Must
Stand Trial—Enters Plea of
Not Guilty to Charge.

BUFFALO, N. Y., Feb. 8.—John Edward Teiper, young business man, college graduate and former football star, must stand trial on the charge of first degree murder.

An incident charging him with killing his mother, Agnes M. Teiper, on January 20, was returned today before Justice Marcus, in supreme court.

Teiper was immediately arraigned and entered a plea of not guilty.

Attorney O'Malley asked the court to exercise its right to allow bail, which was promptly denied.

O'Malley said the time of the trial would almost entirely depend upon the condition of Grace Teiper, now at the hospital suffering from a fractured skull. District Attorney Dudley said the trial would probably be held in April.

A crowd that packed the criminal term of supreme court from front to back saw Teiper arraigned. The accused man's face was very white. He clutched nervously at the arm of his chair when the foreman of the grand jury, Charles H. Teiper today reaffirmed his conviction that his brother, John, would be cleared of the charge of murdering his mother.

Teiper's financial straits and that the estate had loaned him working capital for the brick business in Orchard Park.

WOULD HAVE HOURS OF CLERKS CHANGED

Urged as Solution for Relief of
Traffic Jam at the Rush
Time.

To require Government employees to report at odd hours as a means of relieving street car congestion during the morning and afternoon "rush hours" is a suggestion that is before the Public Utilities Commission.

For example, it is suggested that the employees in one group of buildings report at 8:45, in another at 9 o'clock, and in another at 9:15. This would give the traction companies an extra hour to convey the employees to their work.

In the afternoon the building would begin closing at 4:15 and continue until 4:45.

While it is believed the street railway companies would approve of this arrangement, the sentiment of the employees is unknown. The commission, it was said, may consider the suggestion, but before taking action endeavor will be made to obtain an expression of their views.

Railroad Commissioner Thorne Makes Sensational Accusation After Bench Nominee Wins First Skirmish

CASE KEPT IN SUBCOMMITTEE

Senator Clark's Effort To Send Matter Back
To Full Judiciary Committee Is
Defeated; Famous Rate Case
Records Delved Into

"I charge that Louis D. Brandeis is guilty of breach of faith," declared Clifford Thorne, Iowa railway commissioner, who was the first witness today before the Senate subcommittee which will pass upon Brandeis' appointment to the United States supreme bench.

Thorne's charge came after Brandeis had won what was considered the first skirmish, in the defeat of Senator Clark's motion to send the question back to the full Judiciary Committee. The full committee is regarded as hostile to Brandeis.

Senator Chilton is presiding at the hearing and Senators Clark, Walsh, Cummins, and Fletcher attended this morning's session.

Referring to the 5 per cent rate case, Commissioner Thorne asserted that the President's nominee for the highest tribunal had betrayed a trust "in one of the gravest and most important cases ever tried in this country."

THOUGHT HE UNDERSTOOD BRANDEIS.

Thorne said he thought he had understood Brandeis' stand thoroughly, "but that was an unfortunate impression," for Brandeis, he said, confined himself in his argument "to an examination of the increased needs of the railways which he seemed to admit, and in asking how their returns might be had."

At a meeting in Brandeis' room later, Thorne testified, Brandeis said:

"Thorne, you and I have tried to master this case as a whole. The other side is specializing. I have talked this over with the commission, and it desires you shall open and I shall close for the public."

Thorne answered he would be physically unable to open the case, and that further he desired to follow the railways' attorneys, and not to precede them. But after Brandeis had conferred with the commissioners they held that Thorne must precede the railways' men.

Not until this order of appearance had been arranged did Thorne learn, he said, of Brandeis' belief that many of the railways were "not earning enough money," a concession which the railways seized on with delight.

DELAWARE HE WAS DUMFOUNDED.

"I was dumfounded by his action," said Thorne. "He admitted what the railways had been trying to establish for years, through papers, speeches by officials, by every possible art of expensive propaganda."

"This was the most important case, in money, ever tried before a human tribunal, with \$50,000,000 involved. Without any warning to other counsel, this special representative conceded, in final argument, what the other side had tried to prove."

"But he only argued 'net revenue' was inadequate," suggested Senator Walsh. "He did not admit gross revenues were too small, did he?"

"All we were discussing was net revenue," said Thorne.

"You contended that the existing gross revenue of the railways were inadequate, while Brandeis argued that net returns should be increased, but not the gross," asked Walsh.

"Yes," said Thorne. "He spent the bulk of his time in arguing how they could increase their revenues. He never asked if the revenues were sufficient, except in one particular."

Tells of Connection.

Mr. Thorne began his testimony with a long recital of his own and Brandeis' connection with the famous rate cases of 1910 and 1913. He characterized these cases as "considered from the financial point of view alone and the sums involved the most gigantic that were ever tried before a human tribunal since history began."

Mr. Thorne sought to show that both cases involved two propositions, the

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